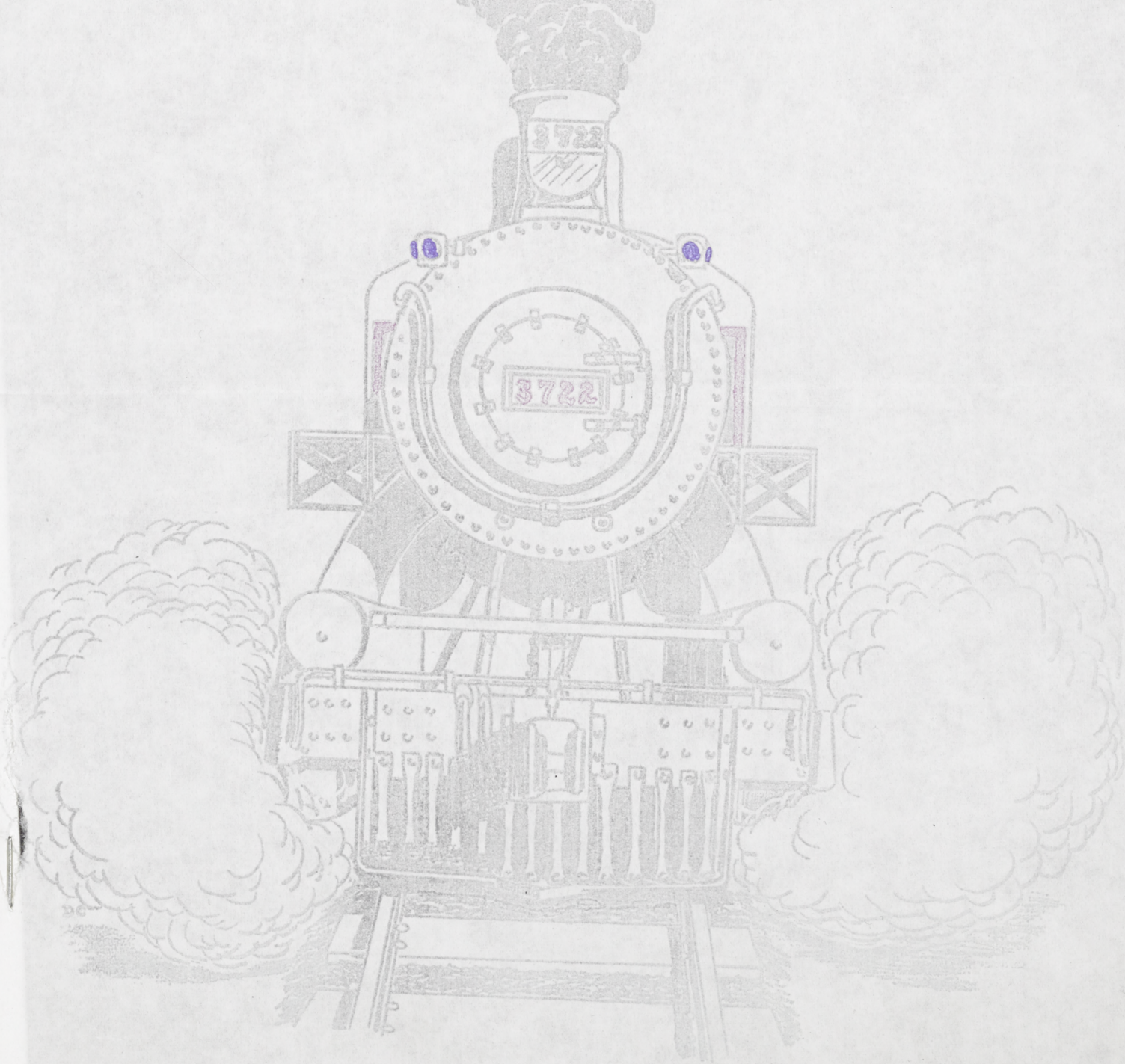


ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD HISTORICAL ASS'N

ALBERTA RAILWAY JOURNAL

VOLUME 3 NUMBER 6

JUNE/JULY 1965

I am afraid that you will have to put up with a temporary Editor this month. What is more, I am to some extent responsible for the non appearance of "Alberta Railway Journal" last month. The trouble all began with a batch of stencils I supplied to the other Eric - Smith that is - for the June Issue. After painstakingly typing out half a dozen pages he found to his horror that they were defective and were unuseable. This was extremely disheartening, especially as this was discovered only at the last moment right at the publishing deadline. So, thats why you did not get an ARJ early this month..... I really must stop buying in War Surplus shops ...!

Anyhow, this months stencils are OK... however, t.o. E (see above) is busy tonight and so I am cutting this final page so that it can be run, the magazine assembled and the whole lot posted before the months end, which doesnt leave me much time since it is already late Monday evening.

Our July meeting will be held at Cromdale as usual on Tuesday, July 13th. There will be a display of cploured lantern slides portraying some of the railways of Canada. At last count no less than thirtynine active companies are represented, but, who knows, there may well be more. This includes industrial lines as well as the common carriers and is by no means all-inclusive. At that meeting, details of the summer visit to some local railway facility will be announced.

John Guay asks all members who have brass parts off ETS No.1 to return same to him as soon as possible, so that the final work on our first museum project may be done.

I am sorry to say that I have no information (or, perhaps more importantly, t.o.E has no information...) on the progress of our other works..... NAR 73, CNR 1392 and the sale of raffle tickets. Perhaps we could get news at the JULY meeting ????

Your Temporary editor
Eric Johnson

*** NEWS FROM THE PACIFIC GREAT EASTERN ***

Pacific Great Eastern is moving their Prince George yard, which now lies on the opposite bank of the Fraser River from the city centre, to a location four miles south of the town. Here, a large industrial site is being cleared along with the new yard. A new feature of the yard will be a weigh-in motion scale which will speed weighing of freight cars. The old yard occupies a narrow triangle between the Fraser River, a high cliff, and the CN's Prince Rupert line. Expansion at this location was unrealistic.

Near Kennedy, 170 miles north of Prince George, a spur line of undetermined length is planned to reach two timber holdings in the flood basin behind the Portage Mountain Dam.

Another branch which has not progressed beyond the planning stage, although it has been proposed for over five years, will, theoretically leave the mainline at Summit Lake, twenty-five miles north of Prince George, and proceed to Fort St. James, seventy miles to the west. From there the branch is to swing to the northwest and reach Tacla Landing, a further seventy miles, where there are rich timber and mineral holdings. This is the same general area that Premier Bennett's dream monorail railway, the Pacific Northern, was projected to run in 1960. The Pacific Northern was eventually to have reached Alaska. It still seems that the Premier has not forgotten his vision, only altered it.

*** NEWS FROM THE CANADIAN NATIONAL RAILWAY ***

Canadian National #1, a General Electric 44 ton diesel, was sighted in Edmonton on June fifth. The unit has been transferred from Winnipeg to Wainwright, Alberta, where it will handle yard and transfer duties at the army camp.

credit Harold Maw

*** ON THE LIGHTER SIDE ***

Mr. Don MacDoanald, superintendent of the E.T.S. was recently seen emerging from the City Hall with a skateboard tucked underneath his arm. Is this the E.T.S.'s answer to the rush hour traffic woes? Pretty small
0 - 4 - 0 eh. What?

*** *** ***

**** CITY GETS C.N.R. AGENCY ****

- from the Edmonton Journal

Ottawa -- The board of Transport Commissioners has approved a C.N.R. PROPOSAL to operate a master freight and express agency at Edmonton.

It will eventually result in closing 47 stations in the region.

A board ruling made public today gave the C.N.R. immediate approval for the closing of 21 stations, removing the agents and switching them to other work. The other

26 will close when alternate jobs are available for them.

The immediate closing affects Athabasca, Gainford, Legal, Mayerthorpe, Peers, Spruce Grove, St. Albert, Holden, Rochester, Colinton, Entwistle, Alliance, Minburn, Bruderheim, Toeffield, Isly, Ferintosh, New Norway, Hay Lakes, Bashaw and Mundare. Station Agents are becoming a memory from the past.

**** C.N.R. PLANS SPENDING OF \$10.5 MILLION ****

- from the Edmonton Journal

" The Canadian National Railways will spend 10.5 million dollars this year on track replacement and maintenance in the Mountain Region.

About \$2.5 million of this will be spent in the Edmonton area.

Among the projects scheduled is installation of Centralized Traffic Control between Edson and Jasper. The company will also finish CTC between Edmonton and ~~Jasper~~ Edson. The remaining 954 feet of framework on the Magnolia trestle, 60 miles west of Edson will be replaced with steel.

The access tunnel from the CN tower, north of City Hall, will be extended to the parking lot.

The CN also plans to replace about 20,000 ties.

Rail Anchors: There will be 5,000 rail anchors installed together with 122,000 yards of crushed and 45,000 yards of pit run ballast. A portion of this will be used in bank widening and ditching operations in three Edmonton-area sub-divisions.

Seven hot box detectors will be installed on the main line in the Edmonton area, which now extends from Biggar, Sask., to Jasper, Alberta."

The article concludes by informing readers just what a hot-box and a journal are and how they operate. All of which is old hat to all our readers by now.

This article in the Edmonton Journal is accompanied by a photograph of a road gang laying a 1,170-foot section of welded rail near Unity, Sask. From the more practical side this will provide smoother operation and will cut costs. However from the Editors viewpoint, I'm sure a lot of us will miss the clickity-clack of the wheel over the joints just as much as we now miss the sound of the steam whistle.

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Another article which we believe is worthy of reprinting was one written by Mr. Art Evans of the Edmonton Journal and was entitled a -

TRIP TO YESTERDAY * * *

I wish now I had purchased a steam locomotive and stored it in the back yard.

According to a recent article in the Wall Street Journal retired iron horses are rising both in demand and selling price.

The cause is a boom in steam excursion specials operated by small railroads in the United States. The Arcade & Attica RR, a puny pike serving western New York state, is an example of a business revival powered by steam.

The A & A was practically on the rocks and then the Wall Street Journal reported, "The railroad bought an old steam locomotive and began using it to haul tourists on a 15 mile round trip through hilly woodlands. This trip to yesterday, as the railroad calls it, drew 18,000 passengers in 1962, 45,000 in 1963 and 50,000 last year at \$1.50 for adults and 75¢ for children. Last year the Arcade & Attica was running in the black and officials expect earnings to climb higher in 1965.

Other small roads are getting into the steam excursion business. In some cases newly-formed companies are getting into the game by leasing short lines abandoned by their former operators. The major problem is acquiring steam locomotives. Few of these survived the wholesale scrapping that accompanied the widespread introduction of diesel power, and the bidding competition for them is keen.

Said one official: "Locomotive prices are really going up. We know of an 82-ton switcher for sale in Toronto for \$15,000 as the only steam locomotive for sale in Canada. We paid \$3,000 for an almost identical one two years ago".

Finding an old steam locomotive is a more difficult task I imagine than finding an old model T Ford. They used to say that a favorite hiding place of the Model-T was in an ancient barn in the prairie provinces. The theory was that if a fellow looked in enough barns he would eventually find what he was looking for.

Well, there's no point in looking in barns for old steam locomotives. Unlike the redoubtable Model-T they needed tracks to run on and private railway spurs are not standard farm equipment.

The obvious place to find a steam locomotive is a railroad roundhouse but there is the hitch. First one has to find a roundhouse and if anything this is harder than finding a locomotive. Management blew its horn and the roundhouse walls came tumbling down.

When the old iron horses were being scrapped in their hundreds some of us had a feeling that perhaps the best of them should be stored just in case one day they would be in demand. But there was nothing we could do about it. Even a small locomotive is a mite cumbersome as a personal possession.

I did toy with the idea of going down to the shop track some dark night and borrowing something classy like the CPR's 3001, the famous Chinook engine, but on reflection the idea was abandoned as impractical. Though locomotives

have been borrowed before, in the annals of railroading none stayed borrowed for very long.

As I see it the only way to relieve the present shortage of railroad steam engines is to revive the great locomotive works that used to build them.

Regretfully, I don't think this idea will ever catch on.

*** *** *** ***

*** News from the Northern Alberta Railway ***

With the timetable change on April 25th, 1965 the N.A.R. has improved its freight operations with three freights daily, instead of two, on the mainline to McLennan and two freights on the Waterways line, instead of the previous one each way.

However, the big news is that the N.A.R. has embarked on a three million dollar improvement scheme which will see, apart from many other things, the removal of the yard office at Dunvegan Yards which have stood, with only minor alterations, since the building of the E.D.&B.C. The new yard office will be a one-storey affair of steel structure. Also planned for Dunvegan will be a program of building renovation and painting plus enlargement of yard facilities. Due to traffic which will be created by the Pine Point development 98 miles of ditching and bank widening, in preparation for ballasting in 1966, will be started this year on the line between Edmonton and Roma. Sidings at Judah, at the top of the Peace River Hill and at McLennan will be extended to handle Pine Point traffic.

On the Waterways line, the Great Canadian Oil Sands operation will necessitate the ballasting of 70 miles of track and the replacement of 30 miles of 65 pound and 85 pound rail with 100 pound rail.

Five stations: Peace River, Lac La Biche, Rycroft, McLennan and Beaverlodge will be painted the N.A.R. royal blue and gold this year.

On May 31st., the N.A.R. officially entered the trucking business with a new express and L.C.L. service to the Peace River Country and also to Lac La Biche. Freight will be shipped on an overnight basis via four different routes in the Peace and by a single route to Lac La Biche on a five day week schedule by nine trucks owned (?) by the N.A.R.

Finally, a rumor has been heard that the N.A.R. is in the market for two new units to alleviate their constant motive power shortage. At the present time, the N.A.R. leases CNR diesels on a short term basis; usually one GP9 and five GMD-1's. The units, if they ever become a reality, will be GP 9's or the latest GMD has to offer, (in other words GP 35's) but don't hold your breath waiting.

by Clayton Jones

*** HEROES AT THE THROTTLE ***

--- by Jack Maquire

There may be those in this age of space who think that a cowcatcher is a ranch hand and "balling the jack", a kind of card game, but everybody knows that Casey Jones was a brave engineer.

Around the switch shanties and beaneries where *** railroad men gather, however, there is rarely a mention of John Luther (Casey) Jones and his farewell trip to the promised land. Instead they talk of men like Jim Root, Charlie Hogan, James Rook and their kind - all locomotive engineers and all enshrined in that special hall of fame that is the memory of railroad men.

It isn't that railroaders regard Casey as a legendary hogger whose claim to immortality has no place in the history of the high iron. Casey Jones most certainly lived and was, in fact, a member of BLE Div. 99, Water Valley, Miss., and one of the most alert and able engineers working out of the Memphis terminal of the Illinois Central Railroad. He became an American folk hero on April 30, 1900, by staying at the throttle when his Cannonball Express plowed into a stalled freight near Vaughan, Miss.

Casey's exploit, heroic though it was, is not unique in the annals of railroading. Many a locomotive engineer, faced with the choice of either saving himself or his passengers, has elected to die at his throttle. But not every engineer has had a roundhouse buddy like Wallace Saunders, a Negro engine wiper, who strung together "The Ballad of Casey Jones". Later a couple of professional song writers picked up the ballad, polished its prose and gave the world one of its all-time hit songs. In so doing, they also gave a railroad-conscious nation what was to become its eternal symbol of the brave engineer.

Paradoxically, he has never been such a symbol to most of the railroad fraternity. While railroad men like and respect Casey Jones for what he did, they do not regard him as the kind of hero that was Jim Root.

Railroaders around Duluth and St. Paul, with neither disrespect nor profanity intended, still say of Jim Root that he was "one hell of an engineer". This affectionate tribute is to a railroad man whose six-minute run through a literal hell-on-earth is one of the great epics of the rails.

It was on September 1, 1894, that Root, senior engineer on the St. Paul & Duluth Railway, eased out the throttle. and started the southbound Duluth Limited on a date with destiny. For the first few miles, the trip was just another uneventful run for one of the road's best-known "varnish jobs" - the railroads vernacular for passenger train.

A little later, however, both Root and his fireman, Jak McGowan, began noticing what appeared to be several brush fires in the heavy forests along the line. Such blazes were commonplace after a hot dry summer, but these looked as if they could become the granddaddy of all brush fires.

Long before the Duluth Limited reached the important lumber town of Hinckley, the crew in the cab of No. 69 realized

that this was no mere brush fire into which they were hauling their passengers. What they couldn't know until later, however, was that they were rolling at 50 miles per hour into the heart of the worst forest fire that America has ever known, and that Jim Root would become one of railroaders' greatest heroes before the day was out.

The fires worsened steadily as the little train sped toward Hinckley. By the time the Limited started its descent down Big Hinckley Hill, a pall of black, suffocating smoke lay over the town. Half of the more than 200 wooden dwellings were burning and most of the population, huddled in terror at the depot, waited for their only hope of survival, of the Duluth Limited.

The half-crazed mob, some with their clothes already brown from the searing heat, began climbing aboard the train before Jim Root could bring it to a halt. Women fainted and men cried out to the engineer to save them. But Engineer Root realized that to go on now would be certain suicide since the woods stretched down to the tracks for miles ahead. Their only hope, if hope remained, was to back the train away from the Hinckley inferno and try to out-run the flames.

Root put the Johnson bar in reverse, opened the throttle and began backing up Big Hinckley Hill. Suddenly a sheet of flame enveloped the train, smashing every window and searing the paint off the cars. The locomotive cab window splintered, cutting Root's face in a dozen places and blinding him with blood. His left hand, which grasped the throttle, was almost cooked by the heat.

Keeping himself from losing consciousness was an ordeal of the will. Somehow, he managed to hang on for six minutes until he could see through swollen eyes that the train was along Skunk Lake. He stopped the train, hoarsely ordered his fireman to get everybody into the lake and then passed out.

In two minutes, every passenger was in neck-deep water. Several men tenderly lifted the unconscious engineer from the cab deck and placed him in the lake. It was none too soon because a 50-foot wall of flame suddenly roared over the train, destroying the wooden cars and fusing the locomotive wheels to the rails. It was four hours before the ground cooled enough for the Limited's passengers to leave the sanctuary of the lake.

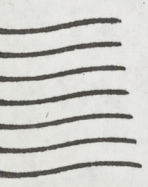
More than 400 people died that day in the great Hinckley fire and another 100 died later from the burns they received. But Engineer Root and all of his passengers recovered. For his heroism that September Saturday, Jim Root received nothing except a gold watch and the gratitude of his passengers. And while no popular ballad was written about his deed, he received a kind of immortality, too. The story of his run is still told and re-told wherever flanged wheels run on steel rails.

Ed. Note: A continuation of this article will be printed in our next issue.

CANADIAN PACIFIC DIESEL LOCOMOTIVE ROSTER

Number of Units	Road Numbers	Model	Builder	Year Built
14	10-23	DT-2	CLC	1957-1960
2	B100-B101	MLW	1951
2	B102-B103	MLW	1957
5	1400-1404	FP7A	GMD	1953
11	1405-1415	FP9A	GMD	1954
17	1416-1432	FP7A	GMD	1951-1953
3	1800-1803	E8	EMD	1949
7	1900-1907	F9B	GMD	1954
11	1908-1919	F7B	GMD	1951-1952
8	4000-4007	FA-1	ALCO	1949
19	4008-4027	FA-1	MLW	1950
12	4028-4040	FP7A	GMD	1950-1951
10	4042-4051	FA-2	MLW	1951
13	4052-4081	CFA-16-4	CLC	1951-1953
2	4082-4083	FPA-2	MLW	1953
10	4084-4093	FA-2	MLW	1953
5	4094-4098	FPA-2	MLW	1953
2	4104-4105	CFA-16-4	CLC	1954
49	4200-4248	C-424	MLW	1964-1965
4	4400-4403	FB-1	ALCO	1949
20	4404-4423	FB-1	MLW	1950
10	4424-4448	F7B	GMD	1951-1952
10	4449-4458	CPB-16-4	CLC	1952-1953
4	4459-4462	F7B	GMD	1953
2	4463-4464	FPB-2	MLW	1953
6	4465-4470	FB-2	MLW	1953
2	4471-4472	CFB-16-4	CLC	1954
2	5000-5001	GP-30	GMD	1963
22	5002-5023	GP-35	GMD	1964
101	6500-6600	S-3	MLW	1951-1957
13	6601-6613	S-10	MLW	1958
10	6614-6623	S-11	MLW	1959
10	6700-6709	SW8	GMD	1950-1951
11	6710-6720	SW900	GMD	1955
55	7010-7064	S-2	ALCO	1943-1947
11	7065-7075	DS-4-4-1000	Baldwin	1948

Year Built	Builder	Model	Serial Number	Number of Units
1937-1960	GEC	DT-2	10-25	14
1951	MLM		1100-1101	2
1951	WFL		1102-1103	2
1955	GND	125A	1100-1101	2
1955	GND	125A	1102-1103	11
1951-1953	GND	125A	1105-1106	12
1949	EVO	28	1800-1803	2
1955	GND	125A	1200-1201	2
1951-1953	GND	125A	1202-1203	11
1949	ALCO	125A	1200-1201	8
1950	MLM	125A	1202-1203	19
1950-1951	GND	125A	1205-1206	12
1951	WFL	125A	1207-1208	10
1951-1953	GEC	125A	1209-1210	12
1955	WFL	125A	1211-1212	2
1955	WFL	125A	1213-1214	10
1955	WFL	125A	1215-1216	2
1955	GEC	125A	1217-1218	2
1955	WFL	125A	1219-1220	12
1955	WFL	125A	1221-1222	10
1955	WFL	125A	1223-1224	10
1955	WFL	125A	1225-1226	10
1955	WFL	125A	1227-1228	10
1955	WFL	125A	1229-1230	10
1955	WFL	125A	1231-1232	10
1955	WFL	125A	1233-1234	10
1955	WFL	125A	1235-1236	10
1955	WFL	125A	1237-1238	10
1955	WFL	125A	1239-1240	10
1955	WFL	125A	1241-1242	10
1955	WFL	125A	1243-1244	10
1955	WFL	125A	1245-1246	10
1955	WFL	125A	1247-1248	10
1955	WFL	125A	1249-1250	10
1955	WFL	125A	1251-1252	10
1955	WFL	125A	1253-1254	10
1955	WFL	125A	1255-1256	10
1955	WFL	125A	1257-1258	10
1955	WFL	125A	1259-1260	10
1955	WFL	125A	1261-1262	10
1955	WFL	125A	1263-1264	10
1955	WFL	125A	1265-1266	10
1955	WFL	125A	1267-1268	10
1955	WFL	125A	1269-1270	10
1955	WFL	125A	1271-1272	10
1955	WFL	125A	1273-1274	10
1955	WFL	125A	1275-1276	10
1955	WFL	125A	1277-1278	10
1955	WFL	125A	1279-1280	10
1955	WFL	125A	1281-1282	10
1955	WFL	125A	1283-1284	10
1955	WFL	125A	1285-1286	10
1955	WFL	125A	1287-1288	10
1955	WFL	125A	1289-1290	10
1955	WFL	125A	1291-1292	10
1955	WFL	125A	1293-1294	10
1955	WFL	125A	1295-1296	10
1955	WFL	125A	1297-1298	10
1955	WFL	125A	1299-1300	10



Number of UNITS	Road Numbers	Model	Builder	Year Built
20	7076-7095	S-2	MLW	1948-1949
4	7096-7099	S-2	ALCO	1949
19	7100-7118	S-4	MLW	1949-1953
6	7400-7405	SW9	GMD	1953
13	8000-8012	DRS-4-4-1000	Baldwin	1948
34	8013-8046	RS-23	MLW	1959-1960
72	8100-8171	SW-1200	GMD	1958-1960
5	8400-8404	RS-2	ALCO	1949
4	8405-8408	RS-2	MLW	1950
17	8409-8425	GP-7	GMD	1952-1953
36	8426-8461	RS-3	MLW	1954
20	8462-8482	RS-10	MLW	1954-1955
64	8483-8546	GP-9	GMD	1954-1955
10	8547-8556	H-16-44	CLC	1955
12	8557-8568	RS-10	MLW	1956
32	8569-8600	RS-10s	MLW	1956
10	8601-8610	H-16-44	CLC	1956
98	8611-8708	GP-9	GMD	1956-1957
20	8709-8728	H-16-44	CLC	1957
72	8729-8800	RS-11M	MLW	1957-1958
23	8801-8823	GP-9	GMD	1958
1	8824	RS-10s	MLW	1957
15	8825-8839	GP-9	GMD	1959
21	8900-8920	H-24-66	CLC	1955-1956
1	8921	RSD-17	MLW	1957
5	9020-9024	RDC-3	Budd	1953-1956
21	9049-9069	RDC-1	Budd	1953-1957
3	9070-9072	RDC-1	CCC	1958
15	9100-9116	RDC-2	Budd	1951-1957
7	9115, 9194-9199	RDC-2	CCC	1958
3	9200, 9250, 9251	RDC-4	Budd	1955-1956

1150 Approximate Total

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Abbreviations

GMD	General Motors Diesel of Canada	CCC	Canadian Car Company
MLW	Montreal Locomotive Works	Budd	Budd Co. (Philadelphia USA)
ALCO	American Locomotive Company	Baldwin	Baldwin Locomotive Works
CLC	Canadian Locomotive Company	EMD	Electro-Motive Division- General Motors of the USA

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